

## MEETING RECORD

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, August 16, 2006, 11:00 a.m., Rm. 113, County/City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska

**MEMBERS IN ATTENDANCE:** Gene Carroll, Jon Carlson, Michael Cornelius, Dick Esseks, Roger Larson, Lynn Sunderman and Tommy Taylor. Gerry Krieser and Mary Strand absent.

**OTHERS IN ATTENDANCE:** Karl Fredrickson, Randy Hoskins, Virendra Singh, Mike Brienzo, Roger Ohlrich and Scott Cockrill of Public Works & Utilities; Brian Praeuner of StarTran; Marvin Krout, Mike DeKalb, David Cary, Sara Hartzell and Michele Abendroth of the Planning Department.

**STATED PURPOSE OF MEETING:** Long Range Transportation and Comp Plan Text Workshop

The meeting was called to order at 11:00 a.m.

Singh began by stating that the meeting will focus on the Mobility and Transportation chapter of the Comprehensive Plan. Discussion began with the Existing Conditions of this chapter.

Esseks asked if it would be appropriate to have a summary of the work and what has been implemented from the StarTran citizen task force under the StarTran section. The reference to this group's work has been proposed for deletion. Singh noted that he would discuss that request with StarTran staff.

Esseks asked about updating the number of parking stalls downtown as well as the number of trail miles. Singh stated that staff would review these numbers.

Cornelius clarified the language in the Bicycle Facilities section in that *riding* bicycles on sidewalks in some commercial areas is not allowed.

The Future Conditions of the Mobility and Transportation section was discussed next.

Carlson asked about the term 'under-utilized' in reference to the bullet, "Increasing the use of under-utilized means of transportation". Commissioners agreed to keep the wording as proposed.

Hoskins noted that the new legislation of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA) was added.

Singh noted that one of the key elements of the Pedestrian section is the ADA compliance. Hoskins noted that one of the changes is the pedestrian aspect of multi-use trails.

Esseks asked if a reference to the sidewalk repair program could be made. He believes there should be an inventory made and a system for repair established. Hoskins stated that the compliance program looks at the standards and is a general policy of how we look at the needs of the community in terms of ADA compliance. Carroll stated there should be a priority order for the repairs. Carlson noted that there is text regarding these issues in the Pedestrian Standards section. Esseks suggested adding a phrase to the text as such, "Develop a dedicated funding mechanism and prioritization process for implementing *repairs and* improvements."

Esseks suggested adding text to the bullets in the Multi-Use Trails and Bicycle Facilities section as well as the Multi-Use Trails and Bicycle Facilities Standards for Developing Areas section, as such, "Provide cyclists safe, direct, and convenient access to all destinations served by the Lincoln area streets and roads network *and provide bike racks for commuters and shoppers.*"

In the Public Transportation section, it was decided to change the term "brokerage service" to "contracted transportation services".

Hoskins noted the references to the Transit Development Plan and that the policies and changes from this study will be amended into the Plan at a later date.

In the Future Streets and Road Network, Hoskins noted the addition of the reference to managing and controlling access to arterial streets is very important. He also noted the addition of a paragraph referring to collector streets. Staff has been working toward making movement through neighborhoods less difficult. Carlson asked if a reference to the ½ mile intersections should be made. Larson noted that it can be difficult to find your way through some of the new neighborhoods. He believes there should be one east-west and one north-south continuous street which goes through the development. Commissioners asked staff to revise the paragraph to reflect these concerns.

Esseks feels that a reference to the older neighborhoods should be made in the Two Plus Center Turn Lane Program and suggested changing the sentence in the first paragraph, in part, as follows, "while preserving the character and viability of the *established neighborhoods and other components of the* built environment."

A short recess was taken at 12:06 p.m., reconvening at 12:17 p.m.

Esseks pointed out the 48<sup>th</sup> and Fremont area is proposed for 4 lanes plus turn lanes. He noted that there are homes along this street and asked how this would be resolved. He believes that if we are really serious about protecting the neighborhoods, we need to make exceptions. Carroll noted that although it is important to protect the residential areas, he believes the four lane street should continue north in this area, as it does not make sense to have a small segment of two lanes. He also believes there is enough setback that the houses will not be lost. Esseks believes that a compromise would be a qualification statement noting there are four blocks of residential housing along this street, and they regret any damage of any property values and lifestyle. However, since it is such a small segment, an exception has to be made. Carroll asked if we are going to be specific about every road. Esseks stating that he accepts the justification for the four lanes, but he would like a statement made so that it cannot be used as precedence

in the future. Larson stated that he believes this street needs to be four lanes up to Cornhusker and into Superior. Carlson disagrees as he believes people will adjust their speed in this area.

Carlson moved to change the draft to reflect that 48<sup>th</sup> Street between Fremont and Greenwood be changed from 4+1 to 2+1, seconded by Esseks. Carroll believes this is wrong because it creates a bottleneck and it creates a safety issue for the neighborhood. Motion failed 3-4. Carroll, Larson, Sunderman, and Taylor voting 'no'; Carlson, Cornelius and Esseks voting 'yes'. Krieser and Strand absent.

Esseks moved the addition of a statement as such, "The Commission notes that there is housing on both sides and regrets the negative effect that this widening may have, but concludes this relatively short segment needs to be widened since there are 4 lanes both north and south." There was no opposition to this addition.

In the Financial Analysis section, Larson asked if we would be able to complete all projects through 2030 if the \$140 million sales bond were passed. Hoskins stated that it would, assuming the additional tax increases are approved as well. Sunderman suggested clarifying the language on the potential revenue sources, as follows, in part, "These options involve a number of additional revenue sources potentially including *proposed state* gas and *City* sales tax increases".

Hoskins noted that the Intelligent Transportation System section was changed to reflect the updated study and projects.

In the Urban Street Network Standards section, Hoskins noted that this section was changed to reaffirm the commitment to looking at streets differently between new areas and the built environment.

Carlson asked if a reference should be made to the traffic model, as follows: "Priority should be given to real time measurements over model estimates." He agrees that we should use new technology, but he does not want to rely solely on the model. Hoskins stated that he is fine with that addition, as they always take measurable conditions over the model estimates.

In the Railroads section, Carlson requested that a sentence be added to explore other uses for the railroad tracks, specifically light rail.

The meeting was adjourned at 12:50 p.m.

Respectfully submitted,

Michele Abendroth  
Planning Department